

The Hongkong Telegraph.

No. 2968

MONDAY, OCTOBER 12, 1891.

SIX DOLLARS PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.
Authorized Capital.....\$1,000,000
Subscribed Capital.....\$500,000
Head Office—Hongkong.

Court of Directors.
D. Gillies, Esq., Chairman.
Chan Kit Shan, Esq., W. Wotton, Esq.,
C. J. Hirst, Esq., L. K. Kwan, Esq.,
A. B. McKean, Acting Chief Manager.

ADVISORY COMMITTEE IN LONDON.
THOMAS CARMICHAEL, Esq.—Messrs. Dent,
Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Buttery &
Co.
C. B. STUART-WORTLEY, Esq., M.P., for Hallam.
G. W. F. PLAYFAIR, Manager.

ADVISORY COMMITTEE, SHANGHAI.
Hui Fu Yuen, Esq., L. K. Kwan, Esq.,
Ma Kie Tchong, Esq., Chu Ming Sang, Esq.,
Tung Kwei Sung, Esq.,
J. D. THORBURN, Manager pro tem.

THE Head Office now receives Money on deposit and makes advances on Goods in neutral Godowns, and upon other securities, on terms to be had on application.
Hongkong, 27th August, 1891. [1166]

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL.....\$2,000,000.
PAID-UP CAPITAL.....\$800,000.

LONDON:
Head Office.....40, Threadneedle Street.
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 4 per Cent. per Annum.
Fixed for 6 months, 3 per Cent. per Annum.
Fixed for 3 months, 2 per Cent. per Annum.
ON CURRENT DEPOSIT ACCOUNTS
a per Cent. per Annum on the Daily Balance.

E. W. RUTTER,
Manager. [1160]

Insurances.

THREE IMPORTANT FACTS—
ABOUT THE
STANDARD LIFE OFFICE.

- 1.—HALF A MILLION STERLING per annum is being paid in Death claims year by year.
- 2.—THE FUNDS IN HAND amount to upwards of Seven Million pounds Sterling and have increased 50 per cent. in the last 15 years.
- 3.—THE LIVES who die are annually replaced by more than double the number of new carefully selected lives.

DODWELL, CARLILL & Co.,
Agents, Hongkong.

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.
The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.
HEAD OFFICE
No. 2, OFFICE ROAD WEST,
Hongkong, 1st February, 1882. [1216]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAELS 600,000; \$333,333.33.
EQUAL TO
RESERVE FUND \$318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq., LO YUEN MOON, Esq.,
LOU TAO SEUN, Esq.,
MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES in all parts of the world.
HEAD OFFICE 4 & 6, PRAYA WEST,
Hongkong, 17th December, 1885. [1178]

Masonic.

VICTORIA PRECEPTORY.
A REGULAR MEETING of the VICTORIA PRECEPTORY will be held TO-MORROW, the 13th October, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 7th October, 1891. [1299]

PERSEVERANCE LODGE OF HONGKONG, No. 1165, E.C.

A REGULAR MEETING of the above LODGE will be held in FRANKLIN'S HALL, Zealand Street, on FRIDAY, the 16th inst., at 5 for 5.30 p.m. precisely.
Hongkong, 8th October, 1891. [1294]

DELIGENTIA LODGE OF INSTRUCTION.

A REGULAR MEETING of the above named Lodge will be held in FRANKLIN'S HALL, Zealand Street, on THURSDAY, the 2nd instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 8th October, 1891. [1295]

Notices of Firms.

NOTICE.
W. F. have this day established a BRANCH of our Firm in Amoy, and have authorized Mr. FRANCIS CASS to sign as Agent.
DOUGLAS LAPRAIK & Co.,
Hongkong, 10th October, 1891. [1299]

NOTICE.
WE have this day established ourselves as COMMISSION AGENTS and GENERAL BROKERS in HONGKONG and CANTON under the Style and Firm of WENYON & ROBINSON.
Hongkong, 1st October, 1891. [1268]

To be Let.

TO LET.

SHOP in Pedder Street, presently occupied by Mr. HAHN. Also 4 ROOMS on First Floor, Suitable for offices. Apply to CRUICKSHANK & Co., Ltd.
Hongkong, 4th August, 1891. [1935]

TO LET.

BAHAR LODGE, THE PEAK.
R. B. LOR, No. 59.

THIS desirable residence with Gas laid on to be Let Furnished or Unfurnished. Apply to HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
Hongkong, 12th May, 1891. [1710]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

TO LET.

AT KOWLOON.

A FEW HOUSES in KNOTSFORD TERRACE containing 5 Rooms each and Bath-rooms. Tennis Courts. Healthy situation. Cheap Rent. Apply to THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
Hongkong, 6th August, 1891. [1080]

Hotels.

THE SHAMEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East. The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liqueurs, etc., of the best quality only.

A WELL APPOINTED BILLIARD ROOM.
A. F. DO ROZARIO,
Manager.
Hongkong, 1st September, 1891. [1182]

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "GAELIC."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods, from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.
Hongkong, 8th October, 1891. [1292]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRECONSHIRE,"
FROM HAMBURG, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to suit.

All claims against the Steamer must be presented to the Underwriter on or before the 12th inst., or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & Co.,
Agents.
Hongkong, 5th October, 1891. [1293]

THE RUNJON AND SUNGHIE, DUA SAMANTAN MINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY YEARLY MEETING of Shareholders in the above Company will be held at the Company's office No. 9, Queen's Road Central, on THURSDAY, the 15th October, 1891, at noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for 31st March 1891, and for the Election of Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th October, both days inclusive.

A. COTTEQUARDIN,
Secretary.
Hongkong, 9th September, 1891. [1296]

Intimations.

CARMICHAEL & Co., Ltd.

WINE AND SPIRIT MERCHANTS—TOBACCO AND CIGAR IMPORTERS,
GENERAL STOREKEEPERS AND COMMISSION AGENTS.

SCIENTIFIC BOOKS, NAUTICAL, ENGINEERING, and ELECTRICAL. OUTFITTING—A select, but inexpensive Stock. SMOKERS' REQUISITES in great variety. AUSTRALIAN, NEW ZEALAND and CANADIAN DAIRY PRODUCE.

CARMICHAEL & Co. LTD.
18, PRAYA CENTRAL, HONGKONG.
Hongkong, 28th August, 1891. [1168]

ROBERT LANG & CO.

NEW HATS.
BLACK, GREY AND BROWN FELTS
SINGLE TERA HATS
(ALL SHAPES).

STRAW AND PITH HATS.
Hongkong, 5th June, 1891. [1296]

MOUTRIE, ROBINSON & CO.

(From 7, Broadwood & Sons and Collard & Collard).
THE PIANO, ORGAN AND MUSIC WAREHOUSE,
UNDER HONGKONG HOTEL,
and at London, Shanghai, Kobe and Yokohama.

PIANOS SPECIALLY MADE FOR THIS CLIMATE AND GUARANTEED.

MONTHLY PAYMENTS OR HIRE.

TUNING-REPAIRS.

Instruments made equal to new. Large experience, all Machinery, trained men and Work guaranteed.

OLD PIANOS TAKEN IN EXCHANGE.

16 YEARS extensive experience in China, and the only firm of trained and practical people devoting themselves entirely to the Music and Musical Instrument Trade.

CRUICKSHANK & Co., LD.

FAMILY AND DISPENSING CHEMISTS,
AND
Commission Agents.

KOLA WINE, (VAN HARGAN).

TONIC, STIMULANT and RESTORATIVE unequalled as a Restorative of the Digestive Organs. It strengthens the Mental and Physical powers, and Stimulates the Circulatory and Nervous systems.

DOSE.—A Wine Glass Full with each Meal.

VINACOLA.

A Wine Glass Full taken on rising relieves any uneasiness in the stomach, and faintness.

Hongkong, 26th September, 1891. [1297]

W. BREWER

JUST RECEIVED

GENTS RUSSIAN LEATHER BOOTS, in all sizes.

GENTS RUSSIAN LEATHER SHOES.

SOLID SOLED TENNIS SHOES.

MOROCCO LEATHER SLIPPERS.

DANCING PUMPS, New Style with Silk tops.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 15th September, 1891. [1299]

LANE, CRAWFORD & CO.

IMPORTERS OF

GROCERIES AND PROVISIONS

Packed by CROSSE BLACKWELL & Co., Phillips and Canada and other 1st class packers.

A FULL STOCK OF FRESH STORES ALWAYS ON HAND.

A REVISED PRICE LIST will be issued on October 1st, 1891, attention is called to the NEW SCALE OF PRICES.

Priced Lists and Pass-books sent, post free, to any address.

Hongkong, 26th September, 1891. [1299]

KELLY & WALSH, LD.

NOVELTIES IN FASHIONABLE STATIONERY.

PERFUMED NOTE PAPER AND ENVELOPES.

Sweet Lavender
Staphanella
Mignonette

Heather
Moss Rose
May Blossom

Heliotrope
Jasmine
Sweet Violets

BOXES of Paper and Envelopes 75 cents each. Each sheet of paper bears a floral design in Natural Colours, and both Paper and Envelopes are Perfumed to Correspond.

The NEW FASHIONABLE SHAPE OF PAPER AND ENVELOPES for INVITATIONS and COMPLIMENTARY CORRESPONDENCE, the Paper being perfectly Square and the Envelopes exactly half the width.

A Supply in

IRISH LINEN OLD FASHIONED ULSTER LINEN

ANGLO SAXON AND PURE FLAX

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

W. POWELL & CO.

HAVE RECEIVED THEIR FIRST

SHIPMENTS OF AUTUMN DRESS

MATERIALS.

W. POWELL & CO.

Hongkong, 15th September, 1891. [1299]

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GUY MANNERING,"

Captain Ford, will sail for the above Port on or about the 18th October, instead of as previously fixed.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 12th October, 1891. [1248]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"HAVERTON,"

Captain Peters, will be despatched as above TO-MORROW, the 13th instant, at Noon.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 12th October, 1891. [1280]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"THALES,"

Captain Hunter, will be despatched for the above Ports TO-MORROW, the 13th instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 13th October, 1891. [1301]

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUERZ, PORT SAID, BRINDISI, TRIESTE, VENICE & FUME.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS.)

THE Company's Steamship

"ORION,"

Captain A. Orlando, will be despatched as above on THURSDAY, the 22nd inst., at Noon.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to DAVID SASSOON, SONS & Co., Hongkong, 5th October, 1891. [1281]

Mails.

CANADIAN PACIFIC RAILWAY'S ROYAL MAIL STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

Empress of Japan | Tuesday... | Oct. 13th.

Empress of China | Tuesday... | Nov. 10th.

Empress of India | Tuesday... | Dec. 8th.

THE R. M. S.

"EMPERESS OF JAPAN,"

5,000 tons, Captain G. A. Lee, R.N.R., sailing at Noon, on TUESDAY, the 13th Oct., with Her Majesty's Mails, will proceed to VANCOUVER, via SHANGHAI, inland Sea, KOBE and YOKOHAMA.

RATES OF PASSAGE.

(In Mexican Dollars).

FROM HONGKONG, FIRST CLASS.

TO

Vancouver, Victoria, Esqui-

mauit, New Westminster, B.C.,

Port Townsend, Seattle, Tacoma, Wash.,

Portland, Ore., San Francisco.

British Columbia, Alaska.

Winnipeg, Man.

To Minneapolis, St. Paul,

Duluth, Minn.

Chicago, Ill.

St. Louis, Mo.

Milwaukee, Wis.

Detroit, Mich.

Cleveland, Columbus, Ohio.

Kamloops, London, Toronto, Ont.

Buffalo, Niagara Falls, N.Y.

Kingston, Ottawa, Ont., Montreal, Quebec, N.S.

New York, Albany, Troy, Rochester, N.Y.

Baltimore, Md., Philadelphia, Pittsburg, Pa.

Washington, D.C., Boston, Mass., Portland, Me.

Hallifax, N.S., St. John, N.B., Liverpool and London via Li-

verpool.

Paris, via Liverpool and Lon-

don.

Havre, via Liverpool and Lon-

don.

Bremen.

Hamburg.

and class steamer and 1st class on rail, and 1st class steamer and rail, also Steerage Fare and Rates to other places, quoted on application.

The Steamers call at Victoria, to land and embark passengers.

Return Tickets.—Time limit for prepaid return tickets is reckoned from date of issue to date of re-embarkation at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials.

"Cargo"—Through Bills of Lading issued to Japan, Pacific Coast, Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B.C.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 22nd September, 1891. [1294]

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic Tuesday 20th October.

Belge Thursday 12th Nov.

Oceanic Tuesday 8th Dec.

THE Steamship

"GAELIC" will be despatched for San Francisco, via Yokohama, on TUESDAY, the 20th October, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.

From Hongkong, First-Class.

To San

a farcical character that is more suited for extravaganza than opera bouffe, was beyond all praise. He was the life and soul of the entertainment, and although in some respects he slightly overstepped the bounds of good taste—realism carried to its full extent is a fatal error in Hongkong—we can honestly compliment this young Australian actor on a performance that bristled with excellent points from start to finish. Mr. Hall, it is understood, does not pose as a Sims Reeves or Santley, and we certainly have heard better voices in oratorio, but he exhibited the wisdom of a veteran in cutting down his local song "That's what the dicky birds say" to the narrow limits he did. "Times are too bad in Hongkong just now to warrant whole sale sarcasm in the shape of local topics being thrown broadcast at a "busted" community from the public stage.

Our excellent colleague of the *Daily Press* says that Miss Royal "may be said to have borne away the palm" in the representation, and we are now anxious to know where she bore it, and to what she did with it. "Something else is said by this critic about the lady's 'well known powers of genuine and irresistible humour.' Miss Bessie Royal's 'genuine and irresistible humour' solely consisted in a dexterous manipulation of a hideous hooped skirt which alternately displayed a very lavish outside view of that lady's anatomy, artistically draped in frills and forbels, in all directions. That may be the same dramatic excellence according to the same critic, but it is not ours, and we were sorry to see an actress of Miss Royal's undisputed ability descend to such wretched artifices.

There is only one more member of the cast to whom we need refer, and that is Miss Vera Patry. This is another instance of a good actress gone wrong. Miss Patry has any amount of ability, she has lots of stage experience, and yet for the ephemeral and meaningless applause of the back seats she condescends to introduce into what is supposed to be legitimate opera bouffe, a music-hall 'chestnut' like "I don't care if you don't love me." And Miss Vera Patry was not satisfied with merely singing this travesty on common-sense, which one of Tommy Hudson's company made popular here by the scrupulous delicacy she carefully preserved. Miss Patry, with a gymnastic skill and suggestive facial expression worthy of a better cause, must needs drag out reminiscences of salacious exhibitions which have too often provoked public disfavor. In order to please a dozen gay roysters in the back seats, it is scarcely wise policy to risk giving offence to liberal patrons of genuine opera bouffe.

Mr. P. Saxby as the *Margaret de Pontreuil* had anything but an enviable part to play, considering his surroundings, but he shaped well and evidently knows his business. Most of the others don't—or at least didn't—exhibit any symptoms in that direction. In this particular entertainment, Mr. P. Vernard was the *Chevalier de Brabant*, and he looked like him; but he can't act worth a cent, and as he had no singing to do, excepting in chorus, we shall have to wait for another opportunity to size up this distinguished baritone. The ladies of the ballet, Ah!—well, of course, charming; and we can't say any more than that.

Considering that the Company's conductor has been in hospital for over a week, the piece was not badly staged, and although indications of insufficient rehearsal were occasionally apparent, there was really nothing to make a fuss about. Madame Ruchwaldy, who played the accompaniments, was naturally somewhat nervous, but under all circumstances she got through an arduous task with great credit.

To-night the Company will appear in the amusing farcical comedy "The Three Hats," a leading screener, with Mr. Willard in the regular part, when we have no doubt there will be a large and appreciative audience.

THE SUNDAY CARGO-WORKING ORDINANCE.

THE MISSIONS TO SEAMEN, 11, Buckingham Street, Strand, London, W.C., September 4th, 1891.

The following letter was sent to Lord Knutsford, Secretary of State for the Colonies by Commander Dawson, R.N., Secretary to the London Missions to Seamen, on September 4th—

The Missions to Seamen are sorry to be obliged to trouble your Lordship again about the "Sunday Cargo-working Ordinance, 1891," of Hongkong; but the local press recently received from China a letter to this Committee representing the representatives of the Mercantile Marine Officers' Association at Hongkong, and from the Seamen's Chaplain, together with copies of the local newspapers which publish and discuss a petition and memorial to your Lordship bearing 240 signatures, in which seven days' weekly work is argued for in twenty-four numbered paragraphs.

It would be alike tedious to your Lordship and unnecessary to discuss *verbiage*, as is done by our correspondents, these twenty-four arguments; but we would venture very respectfully to submit some general considerations why the prayer of these petitioners should not be granted.

Twelve days' weekly labour is necessary for successful trade in Hongkong. It should be equally so for trade in the United Kingdom, in which the working of cargoes on Sundays is prohibited by Act of Parliament, though thousands of labourers in London and Liverpool have no special religious regard for the Sunday as the Lord's day; also for those colonies with representative institutions in which the popular vote has also prohibited the Sunday working of cargoes; also for the Presidency of Bombay where its heathen coolies willing to work cargoes on Sundays but who are prevented doing so by the Bombay Government Order of 1882, which charges a fee for "a permit" to do such work, as has been now enacted at Hongkong; and also in the Treaty ports of heathen China.

Hongkong is not a Chinese possession but a British colony, and it should be governed by British laws. What is good for every other possession of the Crown is good for a Crown colony. What is right at home and in colonies where the populations have representative government and can make their voices heard by their rulers, cannot be wrong in those British colonies—in which the Secretary of State is himself the people's representative. So the people of Hongkong appeal through the local press to your Lordship against these 240 petitioners and their petition.

This matter of working cargoes on Sunday has been under public consideration at Hongkong, through the local press, the Chamber of Commerce, the Mercantile Marine Officers' Association and the Colonials' Mission, since 1888, when the petition to the Government, praying for Sunday rest, was signed by 579 captains and officers of ships, besides sixty persons connected with shipping on shore, including the head of the Dock Company's departments, Lloyd's surveyor, clerks in shipping offices, &c.

The Chamber of Commerce at Hongkong was approached in the same year, 1888, by the Seamen's Chaplain, the Rev. Arthur Garney, Goldsmith, M.A., and they officially replied to him that the object sought to be obtained was "a matter of every moment; but would be unfair unless an unyielding law applicable to

all classes and nationalities of vessels were passed."

Some of the local press at that time forswore all diffidence which gave rise to least discussion in their columns, with the result that all the Hongkong newspapers now agree in supporting the principles of the "Sunday Cargo-working Ordinance," as passed, though some people think it should apply equally to country-built shipping, i.e. to Chinese junks.

The Mercantile Marine Officers' Association of Hongkong, comprising about 155 of the officers of local steamers, which is affiliated to the Mercantile Marine Service Association of Liverpool, and to the London Shipmasters' Society, have throughout discussed the right to Sunday rest with much moderation and good sense, though with much firmness of purpose. Whilst their brother officers were "on strike" in the Australian ports, their Association at Hongkong openly refused to take violent or offensive measures, relying on the justice of their cause, on the power of public opinion, and on the goodwill of the public authorities. In November, 1890, the Officers' Association interviewed the Chamber of Commerce, but not receiving a satisfactory answer from that body they addressed themselves to the then acting Governor, the Hon. Mr. Fleming, their proceedings being duly reported and discussed by the local press.

Thus this public effort has extended over upwards of three years, during which time public opinion has been well instructed, both by the advocates of seven days' weekly work, and by those who seek to place restrictions by law on Sunday cargo-labour as in the Presidency of Bombay, or to prohibit it altogether as in the United Kingdom and in the self-governing colonies. With the result that the great majority of the English are now in favour of restrictive law, such as the Chamber of Commerce was, in 1888, willing to accept, viz. "an unyielding law applicable to all classes and nationalities of vessels."

An active minority have, however, presented to your Lordship a petition in favour of seven days' weekly compulsory work, which has been signed by 240 persons. But your Lordship will observe that the signatures of the three leading shipping firms are not attached to it, viz. Messrs. Jardine, Matheson & Co.; The Messageries Maritimes; and The Peninsular and Oriental S. N. Co.; nor is it signed by those considerable shipowners who suffer in competition with rivals in trade by forbidding their captains to work cargoes in Hongkong Harbour which the law would not allow them to work in the United Kingdom, in the self-governing colonies, or in the Treaty ports of heathen China; nor is it signed by any captains or officers of ships or other persons whose personal interests are affected by the working of cargoes in this harbour.

The signatories include only forty-eight or fifty persons directly connected with shipping, several of these being Germans and other foreigners; whilst of these fifty, only nineteen are heads of houses, being most agents for absentee shipowners in England or Scotland, &c. Thus leaving out of the fifty shipping people who, thirty-one clerks, &c., who could hardly to be more than sign when their chiefs did so several of the clerks having previously signed, in 1888, the sailors' petition against compulsory Sunday work.

Amongst the other signatures are those of 111 merchants and storekeepers, many of them being Parses, Jews, and not a few Germans; six insurance companies, of which only two have signed as companies; forty-three brokers, bank clerks, and architects, &c.; one dentist; and twenty-nine others, not known to our correspondents at Hongkong, and duplicate signatures, making, with the before-mentioned fifty persons directly connected, as agents or clerks, &c., with the shipping business, a total of 240 signatories who would stay the hands of right and justice to the 246,000 officers and seamen who annually frequent the great harbour of Hongkong under the British flag, besides those crews who do so under foreign flags.

This estimate of the petition is confirmed by the speech of his Excellency the Administrator of Hongkong to the Legislative Council on July 31st, when the Sunday Cargo-working Ordinance Amendment Bill proposed by Mr. Whitehead was thrown out by a majority of seven to two. Mr. Keswick, of the firm of Messrs. Jardine, Matheson & Co., voting with the majority. His Excellency said—

"As regards the changes introduced by the Ordinance, did they meet with any general expression of opposition in the colony? Did the press indicate that public feeling was against them? Were petitions placed in public or convenient places and notice given in order that those who felt strongly on the subject might have an opportunity of recording their views and voluntarily their feelings of dissent? I have heard nothing of the kind. All I have seen is a petition which has been taken round to invite signatures; which has been only with difficulty completed within two-and-a-half months of the Ordinance being passed. The result is 240 signatures, a large number of which are those of men who have little interest in the matter; twenty-six signatures appear twice in two capacities, and the large firms are not unanimously represented. I find that in all the Treaty ports of China, a similar custom to that of Sunday rest is practically in force, and it is reserved for the English port of Hongkong to be the most un-English of them all."

It may be well to remind your Lordship that whoever works the cargo, or coals on board a ship, all rest and worship is banished from the vessel so long as the winch and hoist are being worked; and that the preparation of the ship for such work, and the cleaning up of the vessel after it is over, must fall upon the whole of the crew as well as the officers. It was not so, as would the compulsory Sunday work in harbour, excepting in the case of the crew? There is no rest in the mercantile marine so keen a fellow-feeling between the seamen and firemen on the one hand, and the officers and engineers on the other, that the crew should bitterly resent what only affected their officers. There can be no peace, rest, or united worship for anybody on board a ship while cargo-work or coaling is going on. So that the attempt of the petitioners to minimize the evil and the number of sufferers is misleading.

Nor is the case of the considerable shipowners who refuse to allow cargo or coals to be worked on board their ships on Sundays in Hongkong Harbour, and who, in consequence, suffer financially in competition with their rivals in trade who compel their officers and crews to do so, unworthy of your Lordship's just consideration. This letter is written by The Missions to Seamen in full view of the telegram from Singapore in the *Times* of August 31st, which states that the Home Government has disallowed the Ordinance presented Sunday work in Hongkong Harbour; as the Colonial Office letter to us of July 6th, 1891, speaks of the Ordinance as "passed." It is stated in the passage informing us, "that his Lordship proposes to communicate with the Governor of the colony in which Sunday labour in the ports appears to be not sufficiently restricted with a view to further measures being taken by legislation on the lines of the Ordinance recently passed in Hongkong or otherwise."

His Excellency the Administrator told the Legislative Council on July 31st: "It has received His Majesty's assent and comes into force to-morrow." The *Times* is, therefore, officially misinformed.

LATE TELEGRAMS.

NEW YORK, September 22nd.

Judging by speeches of the leading politicians in the present electoral campaign, it is considered probable that no Free Silver Bill will be passed by the next Congress.

ALLAHABAD, September 22nd.

The Manipur prisoners, transported to the Andamans for waging war against the Queen-Empress, will in all probability be admitted to the grade of self-supporters at once, instead of having to wait ten years, like common convicts.

The Russian exploring parties on the Pamirs have assumed an aggressive attitude. Captain Younghusband, and Lieutenant Davidson have been excluded by the Russians from the Lesser and Alichur Pamirs respectively, and being alone without escorts they have had to retire from the debatable ground north of the Hindukush. So far back as the 18th August Captain Younghusband had to withdraw from Nosar Gumbaz to the Tachumbash Pamir. Lieutenant Davidson accompanied the Russians on their return journey to the Alla range, and thence went back to Kashgar by the northern route. This action of the Russians is the more audacious, as there was a Chinese general on the Alichur Pamir who practically tried to stop their progress; he showed every possible civility to Lieutenant Davidson, but was powerless to prevent his being ordered back. Their can be no doubt now that the Russians have deliberately forced the question of their right to control the Pamirs between the Chinese boundary of Kachgar and the Afghan frontier at the Sadat Pamir. Lieutenant Davidson (Wood's lake) as laid down in the Granville Agreement of 1873. The matter is, of course, one of high international importance.

LONDON, September 23rd.

Operations which have been carried out with a view of testing the defences of the Thames show that Brennan's new torpedo is a great success.

OTTAWA, September 23rd.

A written statement from Mr. Mercier, Premier of Quebec, has been presented to the Dominion Parliament in which he deprecates the acceptance by his political agent of money from a railway company, and declares that he knew nothing of this until the revelations at the late official enquiry.

LONDON, September 24th.

The death is announced of General Sir John Gough.

Lord Knutsford, Secretary of State for the Colonies, speaking at Saxmundham in Suffolk, strongly protested against the evacuation of Egypt by Great Britain before the reforms which are still necessary in that country are achieved, and a stable Government is established.

In an official return just published of the strength of the British Army it is shown that 23,000 men between the ages of 17 and 20 were recruited last year, and 2,000 youths were enlisted under the age of 17. The Volunteer force in Britain is now 40,000 below its full strength.

September 25th.

According to Consular reports, irrigation in Egypt is now complete, and no further measures are required for the overflow of the Nile. The harvest is expected to be the greatest ever known.

The *Standard* publishes letters from Bangkok which declare that the French absorption of Siam is inevitable, the Siamese being powerless to resist.

The *Times* in an article this morning, says it behoves the Indian Government to watch the doings of the Russians in the Pamirs.

OTTAWA, September 25th.

The Dominion House of Commons has adopted the report of the Select Committee on the charges of corruption and bribery. The report was only carried by the narrow majority of fifteen.

ST. PETERSBURG, September 25th.

A letter has been received stating that the merchants at Nijni Novgorod report the visit to the Fair of Afghan traders, who are bearers of a letter from the Amir urging the development of trade between the Russians and the Afghans.

FRANKFORT, September 25th.

Baron von Berlepsch the Prussian Minister of Commerce, speaking at this city yesterday evening said that the Emperor and the nation alike are firmly resolved upon maintaining peace.

MADRID, September 25th.

A disastrous railway collision has occurred at Burgos, by which fourteen persons were killed and twenty-four injured. Amongst the latter was Mr. J. S. Lucas, Associate of the Royal Academy of Arts, who sustained serious injuries.

LONDON, September 26th.

The betrothal of the young King Alexander of Serbia to Princess Helene of Montenegro will shortly take place. The engagement is looked upon politically as of importance.

SHANSI NOTES.

September 10th.

As a result of the Imperial proclamation issued in the spring, the magistrates of Shansi are taking steps to protect the foreign residents. It is intended to take a sort of census of the foreigners, and to find out how many *chew* of houses they occupy. In accordance with this intention, the Taihu magistrate called at the compound of the American Board's mission on the 8th September. He assumed the missionaries of his intention to place them in the proper position of their missionary duties. He took the names of all the foreigners in the district as well as the names of the compounds where they reside and the number of *chew* occupied. He also inquired particularly as to whether the property was bought or only rented, and when told that some of the property was rented, he asked how much was paid per year. The visit lasted about half an hour, and it is supposed to have been eminently satisfactory to all concerned.

The people of Shansi are so proverbially law-abiding that the missionaries did not apprehend that the troubles in the Yangtze valley would extend to this province; and it is now felt that such public recognition of the legal standing of missionaries as that given by the Taihu magistrate will help to make a serious disturbance more improbable than ever.

Our rainfall this summer has been much less than usual. This has affected market prices somewhat, but not seriously.—*N. C. Daily News.*

HANKOW.

(FROM OUR OWN CORRESPONDENT.)

October 3rd, 1891.

The arrival of the native newspapers with the information that the Powers intended taking possession of Shanghai in the event of satisfaction being unobtainable from the Central Government, caused a good deal of excitement amongst natives. They are not at all scared at the menace, but show a would-like-to-see-them-try-it-on-kind of spirit. Those who calculate that China is going to back down before a mere display of force are likely to find themselves considerably mistaken. No outbreak has taken place as yet, but it is now quite clear our neighbours in Wuchang were on the very verge of one that day our Consul went over and laid down the law to the Viceroy. It was not

exactly international law which he expounded, but somewhat suited the occasion better, and the result was that His Excellency was moved to beat himself to such purpose that, although the fact was almost in the fire, he was able, in the nick of time, to put the damper on. We have an uneasy suspicion that the hand which put it on is the hand which takes it off again, and which keeps these central provinces seething. Wuchang residents do not feel at all secure yet. It is not considered safe for ladies to return to the city, and the gentlemen have still to keep their arms handy.

I folks here, are credited with having full faith in our progressive Viceroy. The fact is, they hardly know what to think about him. The truth seems to be that H.E. Chang-Chih-ung is a very good specimen of that jekyll and hyde combination called a mandarin. Those who have known him as the benevolent Dr. Jekyll only are loth to believe that the villainous Hyde can be the same person. Even the natives seem similarly at a loss. One set of informants tell you that the anti-foreign party are saying that all their attempts against foreigners; while another set insist with much show of reason, that he, and none other, is responsible for most of our troubles.

Three nights ago an attempt was made to fire the powder magazine in Wuchang. Several fire balls were thrown into the buildings, and the place was a consequence the magazine has been broken up, and its contents distributed amongst the troops throughout the city, and on the wall. Of course we wonder if the attempt was a bogus one. It is easy to see how proof to allege to the authorities it is to have some in the city hostile to themselves, while they at the same time get their ammunition put where it would be most handy in certain eventualities. A hundred war junks have been ordered to be built in all haste for service on the inland waters. They are no doubt intended to coerce the troublesome Huanes (7) along with the half million rifles ordered from abroad. The said Huanes are keeping their courage up. There are two stories being told about them. One is to the effect that, at the present triennial examination at Changsha, the *Huanes* refused to enter the hall, and a contingent of the presence of the foreigner, and that both he and the Literary Chancellor assured them it would be so preserved. According to the other story a large number of influential Huanes have petitioned the throne for liberty to drive out the foreigner, undertaking to be at the trouble and expense of the performance themselves!

We had a huge fire in Hankow last Saturday evening which burned 1,500 houses, and left ten times as many people homeless. It is believed there was considerable loss of life through the women. The strange part of the affair is that a motherly proclamation exhorting the people to be more careful in the way they handle fire, but in spite of this there was another last night, in Hanyang, when 200 more houses were burned. Everything is so dry, and the Chinese are so reckless in their use of kerosene and in their smoking and joss pigden arrangements, that the real wonder is not how houses get burned, but how they escape.—*N. C. Daily News.*

NEUCH WANG.

(FROM OUR OWN CORRESPONDENT.)

October 2nd, 1891.

The Kolao Hui have not operated yet at this port although the attempt on Doctor Greig at a village near Kirin is considered by some people to be due to the evil feelings of some of the members. The strange part of the affair is that the famous Edict emanating from the Emperor, ordering natives not to molest foreigners, was not posted, but was treated by the officials in the province with utter contempt. It has just struck me that the secret societies have not fully realised the possible, we might add probable consequences of their acts of incendiarism, plunder and murder. Say their object is to upset the present government of China—which it is quite on the cards may occur. Will the foreign Powers be satisfied with any form of government that may be imposed upon China? If the property and lives of foreigners continue to be unsafe, the chances are that China will be taken from the Chinese, and a president or governor appointed by the Powers. He will for the sake of security, as to the payment of the enormous sums for indemnity claimed from the Celestial Empire, most likely be a foreigner. The Kolao Hui are playing a very dangerous game, for we hardly suppose they wish to deliver their country into the hands of the *yangkhuais*, white, red, black, but that is what they are doing as hard as they know how. It is the only solution to the difficulty, for the same Chinaman, mandarin or coolie can believe that the foreigners can be turned out of China.

Tegens verum nescitis! we cannot leave China, and therefore if there be no other means of living here in safety, we must take it *noims volens*. Can this be hammered into the obtuse brains of the members of the secret societies, or is it their object to lose the country? There's the rub—Chinese papers please translate.

We are petitioning for a gunboat or other defence during the winter. Please support our reasonable demand, for it is not fair this should be the only unprotected coast, especially at a time when our are taken in, and cannot even run away.—*N. C. Daily News.*

TIENSIN.

(FROM OUR CORRESPONDENT.)

Tientsin, 1st October, 1891.

Mr. Woo Nan-ko, assistant director of the Chinese Engineering and Mining Company, and the China (Tientsin) Railway Company, has left us. He has gone to his home in Canton on six months' leave, but I hear from good sources that he will not return to his former post again. It will be the same with him as it was with his colleague, Mr. Ng Choy. Mr. Tong King-Sing's health has improved, therefore he remains here. One of the two had in go.

Dr. H. Bamber, of the Fan San Mining Company, has resigned, and has received an extra year's pay as a remuneration for his services, and Dr. H. R. Robertson, of the Ironed *Chen-yun*, has taken his place.

It has been definitely settled that Mr. Malde tcheong is not to return to Shanghai to look after the C. M. S. N. Co.'s and the Cotton Mills affairs but that he has been appointed to assume his former position as interpreter, and this only. He has satisfactorily arranged all matters in regard to his heavy losses of over Tls. 200,000, whilst in charge of the C. M. S. N. Co. in Shanghai. How it has been settled I have not learned yet.

For the last three days bogus Chinese telegrams have been arriving here, the same as last week, about riots in Fubien, Kiangsu, Hunan, and Honan. The latest is about riots in Shanghai. The question is: who is sending these bogus telegrams? And what is the object? Is it to excite the natives here? If so they have utterly failed, for the native Christian Church are well settled, and the missionaries in the city are better treated than ever. There is not the least sign of any rising here.

The Viceroy seems to be in a very cheerful state of mind, which proves to me that he thinks internal and external affairs are not at all serious. Evidently he does not think that the Foreign

Intimations.

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Hongkong, 12th October, 1891.

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Powers mean to take any action against China. He knows very well that the Foreign Powers are only playing a game of bluff (or he thinks so at all events) and that he will come off and have the laugh at them in the end. Reuter's telegrams and threats from Foreign Ministers don't scare him a little bit.

The Committee of Defence for the Settlement, I learn, has decided that a number of defenders will assemble, as soon as notice is given at the Temperance Hall, in the Taku Road, whilst the others go to Messrs. Watson & Co's, at the boundary street between the French and English Settlements. There does not seem to be any arrangement for protecting the French Settlement, and some people object to it; so I hear that other arrangements will be made. The French Consul has sent round his circular requesting his nationals to assemble at the French Consulate in case of a disturbance. The steamer *Fengshue* is still lying across the river above Tientsin Bend, very badly ashore. If she does not float at high-water-to-day she will prevent the *Halan* from getting to the Bund to-night.—*Shanghai Mercury.*

To-day's Advertisements.

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